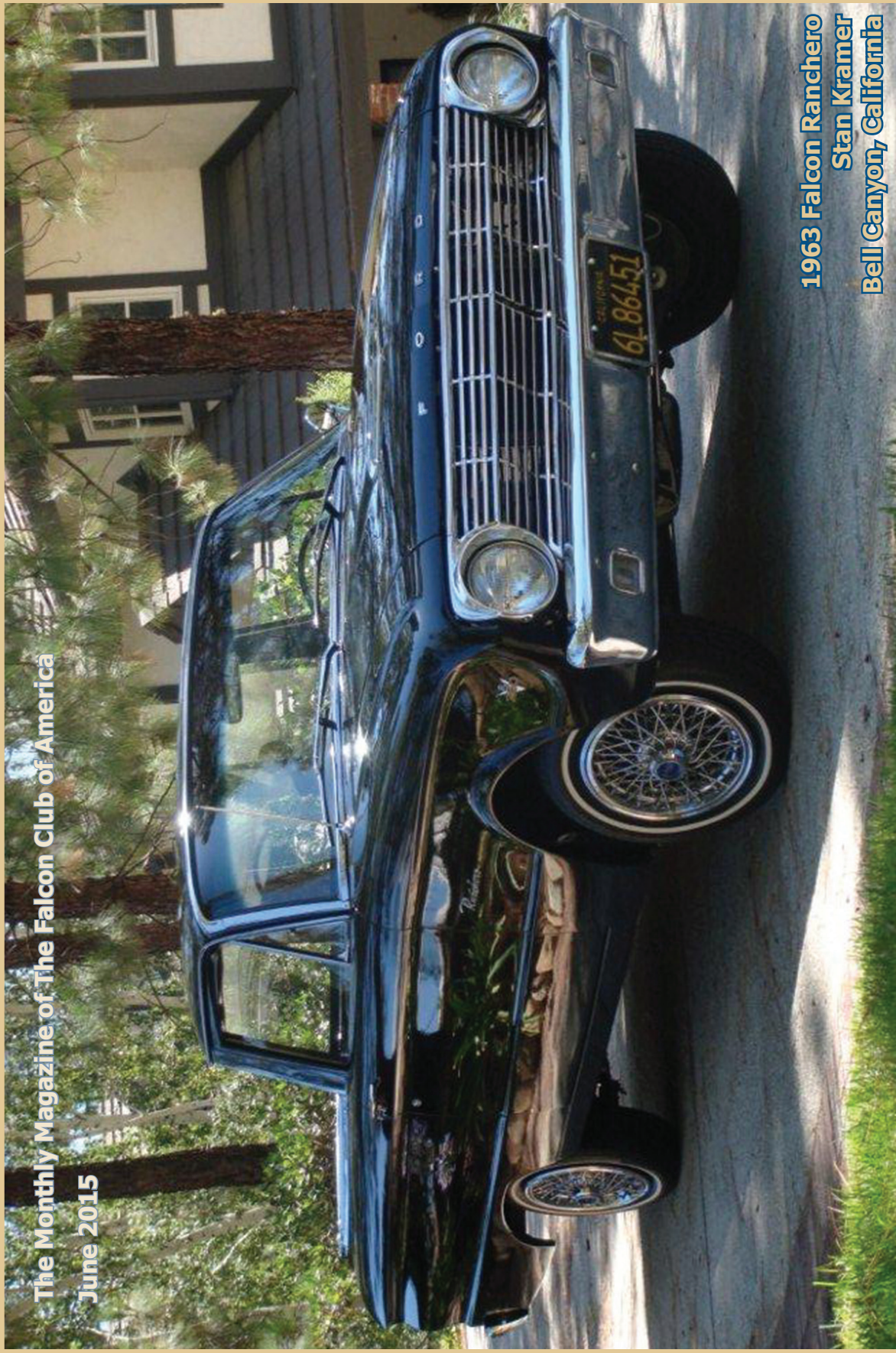


The National Falcon News

The Monthly Magazine of The Falcon Club of America

June 2015



1963 Falcon Ranchero
Stan Kramer
Bell Canyon, California

The National *Falcon* News

June 2015

COVER: STAN KRAMER'S 1963 RANCHERO

Originally a "rust-bucket" in very poor condition, the Ranchero was purchased in 2003 and parked in the garage of Stan Kramer (FCA #15184). He personally performed all restoration work, including paint and upholstery, and drove it out of the garage a year and a half later in the condition shown in the photos. It is virtually all stock, including the original 260 V8 engine, two barrel carburetor and two speed automatic transmission. The only chrome parts in the engine compartment are the valve covers. Other parts—air cleaner, generator, brackets, fan, clamps, oil filler cap, frame rails—are original metal, grinded, sanded, polished and clear-coated to establish the shiny but original metal patina finish.

Every component, part and fastener was removed from the car and restored. Most all fasteners were replaced with original configuration stainless steel. The car's underside was restored to the same detailed condition as the rest of the car.

Additional photos of Stan's Falcon can be found on page 4.



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THE FALCON CLUB OF AMERICA, INC. is a non-profit organization dedicated to preserving the Falcon automobile built by the Ford Motor Company from 1960 to 1970. The FCA was founded by Roy Sword in 1979 and is incorporated under Arkansas state law. Yearly dues to The Falcon Club of America are \$30. (\$35 for Western Hemisphere, \$45 for international members offshore, payable in U.S. funds) and are payable to: The Falcon Club of America, P.O. Box 113, Jacksonville, AR 72078-0113. *The National Falcon News* is published monthly with information submitted by members. All copy and advertising for *The National Falcon News* should be sent to the Editor, Janet Wilkerson, 22806 Bradford Ln. Ct., Blue Springs, MO 64015. Please mark "FCA" on outside of envelope. E-mail address: fca.editor@yahoo.com. No phone calls or faxes for Falcon Club business, please.

President's Message: Cliff McKay



Spring seems to have been a little late again this year, and now we're finally jumping right into summer with this issue. At least now we're finally getting to take advantage of these nice extended daylight hours and much warmer temps. That means it's time to get out and play with our great Falcons. My home chapter, the Wheat State Falcons, has survived our second Regional and also hosted our first charity car show. My hunch is many other chapters have done the same too—the infamous Falcons are once again soaring through our parks and boulevards. Now is when all those winter months spent sprucing up your Falcons really pay off at local shows where they can shine among the best of them!

Now that summer is upon us, it's the best time of the year for our local chapters to actively soar around their local areas on the lookout for new Falcons and prospective new members. Be sure to invite folks to join in some of your local events with our great Ford cars, trucks and vans. Good fellowship is unbeatable and a great means of recruiting too. Don't forget to hand out some of your FCA business cards or pass along older copies of our FCA magazines; check with your local FCA members for any extra copies which could be donated for this purpose.

Just a reminder to FCA members who utilize Paypal, our website allows you to pay your membership renewal dues directly to the FCA. While this works fine, we are asking our members who intend to use Paypal, to select a specific payment criteria to prevent the FCA from being charged an additional 2.9% service fee. As you use the online system and it inquires to whom you are sending funds, please select "Friends or Family" as this selection will not incur a service charge to the FCA. Thank you again for helping by using this available convenient payment option to keep club expenses to a minimum.

I am not aware of any specific plans for Falcons migrating to this summer's Rhode Island Nationals. Group traveling in caravans to national or regional events can be lots of fun and builds a true sense of camaraderie between FCA members young and old. I highly recommend member participation if possible. It often means making new friends and renewing old acquaintances, as well as ensuring safety in numbers. Plus, other members are available to lend a helping hand if a problem should arise on the way.

Speaking of the Rhode Island Nationals, time is running short, so be sure to get both your registration for the meet and hotel reservations made ASAP. We're rollin' to the greater northeast to check out the Rhode Island seacoast and have some fresh seafood too!

Take care of one another and remember each day is indeed a "gift from above." May God bless us, one and all. Hope you had a beautiful, albeit short, spring and a great transition into the summer of 2015. Enjoy flyin' those birds safely down America's highways and byways again this year.

—Cliff McKay (FCA #7987)
Peck, Kansas

CALENDAR OF EVENTS

JULY 9–11, 2015

NATIONAL CONVENTION WARWICK, RHODE ISLAND

Hosted by Northeast Chapter FCA. Visit northeastchapter.com to get more information. Use form in this issue to register.

SEPTEMBER 11–12, 2015

MASON DIXON REGIONAL EDGEWOOD, MARYLAND

Hosted by Mason Dixon Chapter FCA. Ramada Inn Conference Center in Edgewood, Maryland.

OCTOBER 2–3, 2015

TENNESSEE VALLEY REGIONAL TOWNSEND, TENNESSEE

Hosted by Tennessee Valley Falcons Chapter FCA. For more information, visit tnfalcons.com/2015regionalinfo.htm for more details and registration.

**If you are hosting a Falcon event,
please send your event information
to fca.editor@yahoo.com.**



COVER PHOTOS and ARTICLES NEEDED!

Does your Falcon deserve to be featured on the cover of *The National Falcon News*? Send us a high resolution digital photos (300 dpi at 10 x 8 inches) and your car's story.

Do you have an article you think might interest other *TNFN* readers?

Send your photos and articles via email to fca.editor@yahoo.com or by mail on CD or DVD.

Stan Kramer's 1963 Ranchero

The full exterior shot of Stan's Ranchero is this month's cover photo.

Stan did all the upholstery restoration in his garage.



The Ranchero is virtually all stock, including its original 260 V8 engine, two barrel carburetor and two speed automatic transmission.



Did You Know??

All 1960–1963 Rancheros had six cylinder engines, except for some sold for a few months during 1963 with 260 V8s.

—Stan Kramer (FCA #15184), Bell Canyon, California

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2015 Nationals Update

Cruise to the Ocean State

July 9, 10, 11, 2015

Well, it's almost here! The National Show is just one month away. The hotel is just about filled, the registrations have been coming in daily and the events have been filling up.

We have had many people offer to help during the show. We are still looking for people who can give us a couple of hours to help out. If you haven't volunteered yet, please consider it. If you are able to give us two hours on either Thursday, Friday or Saturday, it would be greatly appreciated.

The Winery Tour to Jonathan Edwards Winery on Friday, July 7th is officially full. If you would like to attend but haven't sent in your registration, please send a check and we will hold it in case we have any cancelations. The Newport trip filled up so quickly that we added a second bus. If you plan on joining us in Newport, please send your registration in soon. The Ladies Tea has quite a few women attending—nearly 50 so far—and we have some fun activities planned while you're there. Hats are encouraged but not required.



If you haven't heard the news, a new tour has been added to Thursday afternoon. Tasca Ford has invited us to tour their facility and will be giving us a history of the family's involvement with Ford. They will have various cars to show us, including a 1965 Ford Shelby, possibly one of Bob III's race cars, and others. We have also been invited for refreshments

while we are there. This will be after the tour of Factory Five Racing in Wareham, Massachusetts on Thursday morning.

Things are coming together and we are all very excited to see the great responses we have received. Please, if you plan on attending and haven't gotten your registration in yet, send it as soon

as possible. Our order for T-Shirts had to be in by the middle of May to assure we will have everything by the show. If you have any questions, please visit our website, NortheastChapter.com or contact us at Falconsprint@aol.com. We would love to have you join us for this exciting time!

— Cris and Rick Bowes (FCA #4269)
Coventry, Rhode Island

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Classified Advertising

HOW TO ADVERTISE IN THE NATIONAL FALCON NEWS

Email your classified ads to: fca.editor@yahoo.com

VERY IMPORTANT! Please punctuate and capitalize correctly. The time saved by email is wasted when every word of the message has to be corrected. See example below. Many thanks to those observant folks who read the ads, see how they are formatted, then send in their ad to fit the formula. This is a great time saver and much appreciated. Please use dollar signs! (\$).

Make your ad look like this:

1964 Falcon Futura. Some rust on floor pans. Needs restoration. Excellent glass and trim. \$2000 OBO. Joe Falcon, 555-555-5555 or 123falcon.com. PA.

Not like this:

' 64 ford falcon Futura fr sale .sum rust on flr pans , needs restored ,excellent glass and trim. \$ 2000.00 o . b .o . Call Joe falcon at (555)-555 5555 or email me at 123falcon.com. Eastern Pennsylvania

To Advertise: FCA members are entitled to two free ads per issue (limit 50 words per ad). Each ad must appear in a different section of the Classified Ads. Additional ads per category are \$10 each. Ads with photo are \$20 and will run for two months. Please keep the text close to 50 words. Ads over 50 words may be edited for length. The FCA will not be held responsible for errors. Legitimate errors will be corrected in the next issue when requested. All ads for the classified section must include a member's name, location and FCA # to be considered a free ad. All items advertised for sale must have a price. **Ads to run in more than one issue must be resubmitted each month.** Non FCA member ads are \$10 each. Ads must follow the same guidelines as member ads. Photo ads are an additional \$20. Payment must accompany the ad, with check payable to the Falcon Club of America.

All ads must be sent by mail or e-mail to the Editor, Janet Wilkerson, 22806 Bradford Ln. Ct., Blue Springs, MO 64015. No phone calls or faxes. If you have Internet access, please email ads to fca.editor@yahoo.com. If you send your ad by snail mail and include an email address, the ad will run but the email address will not. Please email your ad to insure the email address is included with your ad. Photos may be emailed and payment mailed to the address above. Ads must be received by the 20th of the month two months before publication (July 20 for September issue). The FCA reserves the right to refuse advertising from any person or business.

**ALL ADS MUST INCLUDE YOUR LOCATION.
IT'S GOOD TO KNOW WHAT TIME ZONE YOU'RE CALLING.**

NOTE NEW DEADLINES!

Classified Ad deadlines are now the 20th of the month two months preceding publication (Feb. 20 for April issue). Please send your ads and photos by email if possible.

fca.editor@yahoo.com

FALCONS FOR SALE

1963 Sprint convertible. All original with 260 CI and four speed. Asking U.S. \$12,500. Pictures on request. Contact John, 905-893-1360 or j.jagar@hotmail.ca. ONT.



1963 red Falcon Sprint clone with many OE items. All CarLite glass. It has never been restored. Nice driver with many new parts. Located in Carlisle, Pennsylvania. Asking \$16,500 OBO. Call Steve at 717-991-3428 or e-mail stevesrepairs@aol.com. PA.

1964 Falcon Futura convertible, blue with black interior. 375 HP Ford 302 longblock, GT40 heads x303 Billet roller cam, MSD ignition. Haneline gauges. Mustang five speed, 8.8 373 rear end. Four wheel disc brakes with 18 inch wheels and much more stuff. Pictures upon request. \$17,000. Contact Erv Pfeiffer at 636-207-7614 or ErvPfeiffer@sbcglobal.net. MO.



1964 Futura convertible, black with red interior. Rebuilt 302, factory four speed with Mustang transmission, Granada front disc brakes, power steering, AM/FM, nice interior with console, good paint, body and floors. Nice working white power top. New gas tank and sending unit but gas gauge not dependable. Original and modified hood. Drive it home. \$14,500 OBO. Frank, 423-965-2399 or Anoldhippy@yahoo.com. TN.

1964 Falcon Sprint convertible. Totally rust free California Black Plate car. Rebuilt 260 with less than 500 miles. Automatic, power steering, power top. Added air conditioning, dual exhaust and four bbl. Autolite carb. Has been repainted once. Interior presentable. Everything works except radio. Pictures upon request. Asking \$20,000. Contact Matt, 609-420-3066 or mhanniganjr@gmail.com. FL.



1965 Ford Falcon Futura two door hardtop, 289 CID V8 engine with four-speed transmission, bench front seat, glass and interior good condition. New radiator, fuel pump, clutch, dual master cylinder, raised letter radial tires and 15" wheels with Ford wire spinner hubcaps. New dual exhaust system and brakes. Body is in good condition; starter replaced, new uninstalled headliner material, uninstalled trunk mat with spare tire cover, heater core, fuel pump, installed front and back seat belts. Runs good; it was originally a New Mexico car. Asking \$8,500 OBO; all reasonable offers considered. Joe Lewis, 313-467-9290 or glewis2@mi.rr.com. MI.

1965 Falcon Futura convertible, taken apart for restoration. Correct 289 V8 four speed. It is 90% complete. Easy restoration. Many new parts, including tires. Complete 1965 Futura two door sedan parts car comes with it. Both cars, \$4,000 OBO. Douglas, 575-478-2274 or canoenut46@hotmail.com. NM.

1965 Falcon Sedan Delivery, \$4,000. 1965 Falcon Futura HT, \$1,200. 1965 Falcon Futura HT, \$600. 1968 Falcon two door sedan, \$500. 1965 Falcon two door hardtop, \$700. 1960 Comet two door V8, \$800. 1976 Ranchero GT, \$7,500. Call Don Branson, 636-228-4501 or email dbranson@mail.win.org. MO.



1965 Falcon Futura four door wagon, 351 Windsor engine, C4 transmission, nine inch rear end. New: brakes, steering gear box, intake, curb-headers, exhaust system and extra parts. Needs tailgate glass; all other glass excellent. \$10,500 OBO. For specific details call Leon, 503-429-7105 or email leetorger@yahoo.com. OR.

FALCONS WANTED

Ford Econoline wanted. Contact Merle Martin, 808-939-7069 or mmartin55@hawaii.rr.com. HI.

I am looking for a 1963 blue automatic Falcon convertible. Contact me at connerjc@aol.com.

Wanted: 1960 or 1961 Falcon two door or four door sedan. Also looking for a 1960 or 1961 Falcon wagon, less motor, transmission, rear end. Does not need to be perfect, reasonable. Joanne Ray, 989-426-9725. MI.

PARTS FOR SALE

1960-63 Falcon Ranchero quarter panels. Rust free and dent free from Arizona. These are the entire quarter panels including the inner wheel wells and bed walls. I will email pictures on request. \$1,400 OBO. Call Nick at 920-475-8589 or email the60scarbuff@gmail.com. WI.

Boss 1969 Mustang rear deck wing; three speed V8 transmission; four speed T-10B transmission; new in box exhaust manifold, 144 engine C-3079430-A; four 1964 non-Sprint full hubcaps 13"; four Spring 13" good condition; four new in boxes tail lens; padded dash chrome strip for 1964-65; V6 grille, head lite doors,

new door handles; rear bumper and brackets, need re-chrome, not bent; custom drive shaft six cylinder to V8 rear, plus other small items. Will not deliver or mail. All as is; \$600 takes all. William Frederick, Sr., 19 E. Avenue, Swedesboro, NJ 08085. NJ.

1964-65 Falcon front driver's side fender. It has been repainted and has very little body putty and trim for wheel. This fender is in good condition, \$225 OBO. Rick Birr, 801-864-2195 or rbirr@slb.com. UT.

1963 grille, nice and straight, has good shine, will restore well; \$595; 1960-1965 Falcon and Comet radios, good looking, tested and working, \$145-\$195 each; four lug 14" wheels, \$45 each, set of five, \$200; 14" wire hubcaps: number. four driver quality to #1 top condition \$175-\$550, set of four; 1960 grilles: driver quality to NOS, \$75-\$300. Dagenham four speed for parts, broken 2/3 gears, but complete and spins freely, as well as bellhousing, shifter, rods and handle, \$100-\$450; NOS Dagenham shifter box, last one, \$395. T-10 four speed, complete, buildable, narrow pattern \$495; with complete shifter and trans mount, \$695, with pedals, four speed column, bellhousing, starter and clutch, \$1,195. Call or email Lenny Kellogg at Kellogg's Garage: lenkellogg@lpbroadband.net or 970-593-1964 or visit us at kelloggsgarage.com. CO.

1964-65 Ranchero single side trim set with proper gas cap, \$750 including shipping. 1964-65 Ranchero double side trim with gas cap; no chevrons or fender nose pieces. \$750 including shipping. 1964-65 Squire molding set, no buttons or clips, \$900 including shipping. Kenny Overmiller, 760-765-1990 or borregomotel@hotmail.com. CA.

—Continued on page 8

Classified Advertising

—Continued from page 7

Complete Falcon drivetrain remanufactured in 2013. 170 ci, six cylinder, two-speed Fordomatic transmission, rear end, driveshaft, four wheels and tires. Futura hubcaps. \$300 package deal. Will also sell separately. Ed Greene, 401-741-1181 or egreene40@yahoo.com. RI.

Nice 1963 right front fender, \$50. Bumpers: 1962–63 front, 1960–63 rear, 1966–67 front. All are pretty straight with some light surface rust. Good cores for re-chrome, \$40–\$90. 1960 horn rings, 1964 Sprint horn ring, some pitting, \$15–\$20 each. Original 1963 front parking light housings and lenses, rust free, \$45. 1963–64 power steering/AC parts. Eaton pump and brackets, AC compressor brackets, remote PS reservoir, idle speed kicker brackets and lines, AC idler bracket, crank and water pump pulleys, \$300 for all, will sell piecemeal. Also have several power cylinders, p.c. frame bracket, control valve, two cylinder AC compressors. Front fender splash shields, 1963 and 1964, \$35 each. 1960–63 hood hinges, \$45 pair. C5 transmission, \$75. Garage equipment: oxy-acetylene tanks and torch, vertical-horizontal band saw, Gray-Mills parts washer, Sun distributor machine, 1939 Ingersoll-Rand compressor—a nice addition for vintage garage display and it still works; contact me for prices. Lou Williams, 734-679-4994 or lew01a@earthlink.net, MI.

1964 Falcon Futura rear trim panel that has been professionally stripped, restored, polished and bright-dip anodized. All factory argent silver and black accents applied. A beautiful piece, ready for show! Huge upgrade for any prized 1964 Futura, \$695 plus shipping. For detailed pictures and further information, email huiehome@cox.net. Norm Huie, 949-498-8974. CA.



1963 radio delete, very good used, \$160; NOS 1965 grille, headlight doors and emblem, \$195; 1964–65 NOS remote control mirror w/matching NOS right side mirror, \$495. 1968–70 "Power By Ford" valve covers excellent used shape, \$75 pair. 1960–63 Comet dash clusters, nice condition, two to choose from, \$195. We have a 30+ year collection of Falcon and Comet parts. Call or email Lenny Kellogg at Kellogg's Garage: lenkellogg@lpbroadband.net or 970-593-1964 or visit

—Continued on page 14

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2014 Migration to KC Nationals



Since the Convention last year was in Kansas City/Overland Park, Kansas, the astute and somewhat lazy migration organizers decided to use an old standby route, U.S. Highway 50. This was our migration route in 2005 to California, so for 2014 we only had to go halfway! We did find a few places where the route had changed in nine years, but the old instructions were "close enough for migration work."

Our first night on the road was spent in Bridgeport, West Virginia. When we got to the hotel there was a welcoming committee—John and Karen McClung from Winfield, West

Virginia. The McClungs are Falcon Club members but were without a Falcon and looking for a 1961 Tudor. They met us in front of the hotel with a "Welcome Falcons" banner. The migrators took the banner, signed it during the migration

—Continued on page 11



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Final Journey

One of the Great Ones is Gone

Howard, as he was known, was one of the original members of the Carolinas Chapter of the FCA and served not only as the senior member but chief curmudgeon and conscience, with a permanent role as devil's advocate.

As founding father of the Falcon Breakfast Club, for years he organized and directed our monthly gatherings and events at varied locations throughout the Carolinas. Breakfast was his favorite meal of the day.

Trained and employed as a design and mechanical engineer, he took pride in his ability to operate each and every metal working machine and device at his longtime place of employment, R.H. Bouligny of Charlotte, North Carolina.

His mechanical aptitude transcended to the automotive world. His profound knowledge of mechanical things, along with his generosity and affable manner, served him well working with us, restoring and maintaining our fleet of Falcons.

We knew he had served his country honorably as a member of the U.S. Marine Corps in the Pacific Theatre. What we weren't aware of until late in his life was his service in the elite assault team Carlson's Raiders—the predecessor to Delta Force. What an honor when just a few days before his death Howard was visited at Presbyterian Hospital by the Commandant of the Marine Corps facility at Paris Island, South Carolina.

For many years Howard enjoyed traveling to FCA regional and national events in his 1960 Ranchero. Several times he received the award for oldest vehicle. It was never trailered—always driven. He also has been recognized as the oldest participant.

Howard lost most of his vision a few years ago and was legally blind. Despite that setback, he continued to function independently. He lived alone in his home of 60 years, cooked his own meals, and maintained his home and yard. He even still serviced and maintained his own yard and lawn equipment. In one case, a lawn tractor businessman referred to one of his repairs as "difficult to perform with proper tools, training and sight."

Two years ago a crew was present to perform maintenance on his roof and gutters. Before they realized what happened they were joined on the roof by Howard, the 88-year-old homeowner, who wanted to make sure they were doing the job right. They must have done a good job; he took them to the Landmark, his favorite restaurant, and bought them lunch.

Howard was our leader, our teacher, our mentor, and our friend. I mentioned to one of his oldest and closest friends, Bill, at the memorial service, "He's been the father I never knew." Bill replied, "You too?"

To sum it up...they just don't make 'em like that any more!

—J. G. Woodward (FCA #3735)
Carolinas Chapter FCA



Roby Howard Baker, Jr.

(FCA #3382)

April 28, 1925 — March 22, 2015

Mr. R. Howard Baker, Jr., 89, of Charlotte, passed away at the Harris Hospice Unit of the Novant Presbyterian Medical Center. Born in Johnston County, North Carolina, he was the son of the late Roby Howard Baker, Sr. and Pearl Baker. He was retired from R.H. Bouligny Co. in Charlotte, North Carolina and was a member of New Sterling ARP Church in Stony Point.

In addition to his parents, he was preceded in death by his beloved wife, Janie Willard Crawford and by two sisters, Millie and Faye. A veteran of the U.S. Marine Corps, he served during World War II. He is survived by his son, Keith Hayes Baker of Sugar Land, Texas; two grandsons, Matt Baker of Round Rock, Texas and Tim Baker of Sugar Land, Texas; and two sisters, Lillian Fessler and Grace Plueckhahn and husband Glenn.

RIP Howard Baker

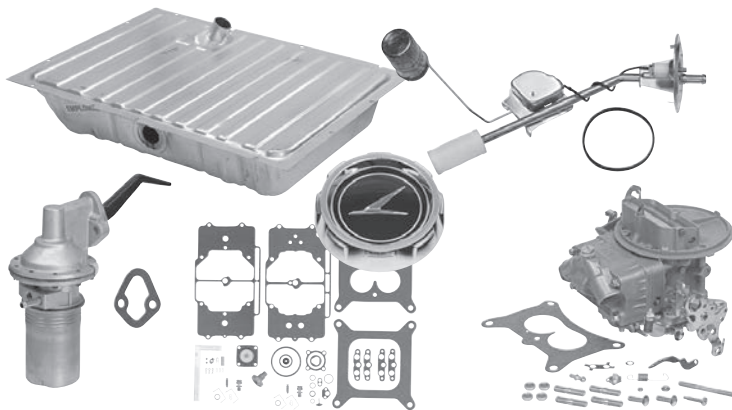
You were the first car guy I met when I moved to Charlotte in 1994 and have been my hero ever since. You've helped me so many times. You were able to fix anything and then sit down with me for a soda from your 1950 basement refrigerator. You said that new refrigerator never kept things as cold as that old one.

You met your wife Janie during the war when she was your nurse. You lost her after 48 years but when they sent flowers to you at hospice, the florist said she knew you because you came in every week to get a rose to put next to her urn in your bedroom.

Friendly, funny, great story teller, and helpful—you had it all. The raccoons you bought cat food for would line up at dusk to be fed on your porch. The men of the Carolina Falcon Club are like those raccoons in your neighborhood—sad and hungry for more of your friendship and helpful nature.

—Tim Cleary, Carolinas Chapter Newsletter

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2014 Migration

—Continued from page 9

and sent it back to them. On our first night migrators were Bill and Karen Poole, Pat and Dianne Varricchio, Rick and Cris Bowes, and Mike and Pilar Garrett.

Leaving the hotel promptly by 9:00 AM, we headed off west on Highway 50, bound for Milford, Ohio and night number two. A wrong turn or two were made and some occasional bewilderment occurred, but we all arrived at the hotel mostly unscathed. We picked up a few more cars and folks and most of us went across the street for Mexican food and margaritas. The additions for day two were Jim and Pam Clements, Lynn and Vicki Wilkerson, Roy and Carol Loope, and George Haynes.

We rocketed away from the hotel on day three a bit earlier as we had farther to go this day. And there were some route modifications. A few clung to the Interstates but most hung tough and followed Highway 50. We picked up more migrators early in the day; Ed and Cindy Dapore, and John and Johanna Upton joined in at the first coffee break just west of Cincinnati. We all rolled on westward and things were fairly smooth, at least until St Louis when the Bowes were lightly rear-ended at a traffic light. Fortunately the "hitter" was insured and courteous and no injuries occurred.

We all made it to Jefferson City, Missouri for night number three. Phil and Rose Barber, Tom Washburn, Ken Washburn, and John joined us that evening for dinner.

Day four dawned late, as we only had about 140 miles to drive to the convention site. On our way to Overland Park arrangements were made for a stopover and tour of R&A Motorsports of Lee's Summit, Missouri. R&A is a world class restorer of 1965 thru 1973 Mustangs and Sheldons. The factory tour was fabulous and they even served us a barbecue lunch! We had 28 migrators there for the tour and lunch and everyone had a great time. The owner, Jeff Yerkovich, writes for *Mustang Magazine*, and he even fixed a problem for one of our migrator's cars—at no charge! World class hospitality was shown to us.

The migration ended at the 2014 Falcon National Convention where we all melted into our rooms.

—Michael Garrett (FCA #9256)
Poolesville, Maryland

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Where's the Shifter?



To the casual non-Ford old car enthusiast, one look at Rick and Sue Heth's 1965 Falcon sedan could have one believing that Ford actually produced a 1965 Falcon 500.

Married for over 38 years, Rick and Sue Heth make their home near Waterloo, Iowa. The lifetime Iowa residents share their home with pooches Mollie and Jazzie. Sue works as an attorney's assistant and Rick has a background as a transmission and aviation mechanic. He has been with John Deere Co. for 25 years, working as a Product Engineering Tech. Rick and Sue have been FCA members since 2004, and have attended several FCA Conventions since then. They are members of the fairly new Raptor Chapter, a group that covers members from parts of Iowa, Illinois, and Wisconsin. Raptor Chapter is partnering with Northland Chapter and Lake Michigan Chapter to host the 2016 FCA Nationals.

Rick's interest in cars started with the building of minibikes in high school, which made for a natural transition to building cars. A "big block" enthusiast, Rick's first car was a 1960 Ford Starliner. He loved that car and used it to practice his budding interest in fixing up cars. His

first Falcon was a '64 Sedan, bought in the late 1970s for transportation. As was so common in the upper Midwest, the "trusty but rusty" 1964 rusted apart on him.

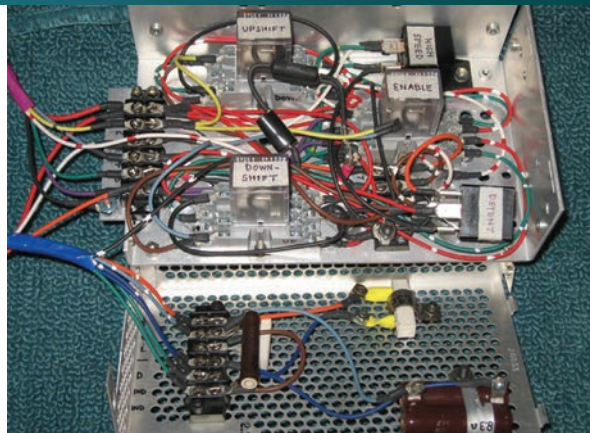
Rick and Sue acquired their nicely appointed 1965 Falcon "500" through eBay in 2006. The solid Texas car was located and driven home to Iowa from the Houston area. It was a base model, equipped with a 170 engine, three speed stick, chrome moldings, and heater bypass. The extent of rust common to Falcons was limited to passenger front floor pan, toe board, and vent cowl collar.

Rick and Sue decided that the theme for the restoration of this car would be factory appearance, appointed the way they would envision if Ford were to build a "500" series Falcon.

When checking the interior of this well done resto-mod, the first thing that catches a trained eye is the lack of a typical shifter, manual or automatic. This is where Rick's imagination and drive to do something different combined with his electro-mechanical background. The automatic overdrive transmission is shifted by an agricultural windshield wiper motor as the main actuator and controlled

Rick and Sue Heth's 1965 Falcon "500"

By Scot Thayer

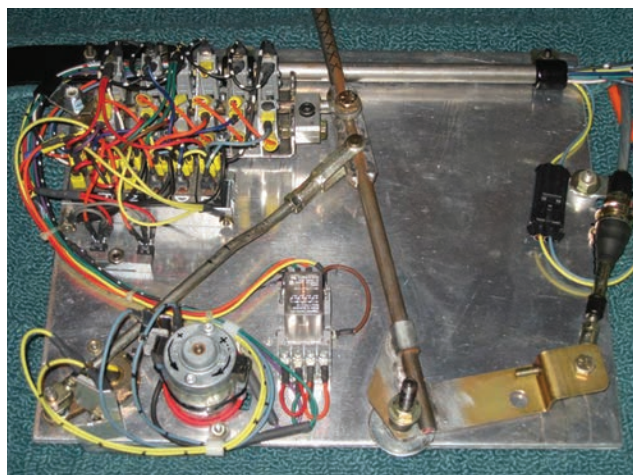


Rick's organization shows in the labeling of relays and resistors.



by the overdrive knob located on the dashboard. The Park-Reverse-Neutral-Drive indicator is craftily integrated into the Ammeter gauge spot on the 1965 Mustang instrument panel. It took Rick six months to design, develop, and build this very creative and reliable system.

Under the hood is a 1982 302 V8, dressed up to look like an original 289. Use of aluminum heads and intake manifold held the weight of the V8 down to that of a six cylinder, according to Rick. Rick adapted the car to a five bolt wheel system from the original four bolt. This includes front end parts from a 1966 Ranchero, a Mustang eight inch rear end with 3.25 gears, and Fairlane wagon brakes with power booster. Refinements to the suspension include roller bearing equipped front spring perches and upper control arms. Steering parts remain six cylinder.



The shifter assembly for the Falcon "500."

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Classified Advertising

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us at kelloggsgarage.com. CO.

NOS parts: carb rebuild kits, part #CODZ-9A586-A and B, \$30; exhaust hanger, part #CDD-5A283-F, \$15; rear brake drum, part #CODZ-1126-B, \$80; Autolite vacuum control, part #CODF-12370-A, \$18; turn signal plate, part #CODF-13304-A, \$15. 1965 289 parts: distributor, date code 4KB, \$150; connecting rods, \$100; oil pan, \$35, gold valve covers, \$60; 2V intake, \$75; exhaust manifolds, \$200. 1968 302 parts: 4V intake manifold and carb spacer: cast #C8ZE-9425-A, date 8A31 \$300. New AFR 205 cc aluminum heads, \$1,850. 1965 289 Hi Po aluminum water pump: cast #C5AE-8505D, \$400. Keith Litteken, 314-480-2556 or kslitteken@aol.com. MO.

For Sale: my entire 35 year collection of Falcon parts for \$50,000 due to health reasons. Bring at least two trailer trucks. I also have several project cars for sale including 1964-65 hardtops and convertibles, 1965 sedan delivery, and

1964 Ranchero. Located 40 miles west of St. Louis. Don Branson, 4097 Hwy. T, Marthasville, MO 63357. 636-228-4501, cell 636-357-8505. MO.

V8 toploader for tie speed transmissions; all used, sold as is. Rug E-3 28 spline wide ratio; HEH-P 25 spline wide ratio; HEH-G 25 spline wide ratio, narrow bolt pattern, \$600 each plus shipping. Mustang six grand rally Pak Tach only, not tested, \$100. John Simone, 413-527-8502. MA.

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1963 Falcon fender top ornaments, \$100. 1963 Falcon radio delete, \$195. 1964 Falcon radio delete, \$195. 1963 Falcon Sprint eight inch rear end, complete with E-brake cable, \$400. 1963 Futura glove box door, \$65.

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1965 Ford Ranchero parts with prices ranging from \$10 to \$150. Parts removed from a V8 car. Call or email with your needs. Mike 573-735-4355 or mikehays50@gmail.com. MO.

Vinyl sun visors. One black pair out of 1964 Sprint and one white pair out of 1965 Ranchero. Black visors were repainted. \$18 pair. Steve Tontz, 562-595-1876, SteveWT324@aol.com. CA.

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PARTS WANTED

1965 Falcon Sedan Delivery chrome pieces on the top of the quarter panel that run full length of the quarter panel on both sides and over the tail light. Need both sides. Contact me at Don.klee@hotmail.com or call at 989-550-9271. MI.

Looking for an early 1960 144 engine, block, head, or parts. Also looking for a 1904 carburetor or parts. Please call

Merl Hayn at 574-952-6309 or email shaynfamil@aol.com.

WANTED: 1963 Ford Falcon passenger side door for a two door sedan. Rust free if possible. Close to Connecticut if possible. Call Tom Krish, 860-621-8537. CT.

A pair of lower control arms for 1960 to early 1962, built before 10/15/61. The condition of the ball joints is not important but bushings should be good. Must be reasonably priced. Brian Gatzow 262-781-5392 or bdgtzw@aol.com. WI.

Wanted for 1963 Falcon wagon: Gas cap and windshield wiper switch. Pete Planté, 740- 522-2800 or plantep1943@yahoo.com. OH.

Wanted: pair of five lug spindles V8 for a 1963 Falcon. Please contact Jeff DeMichael, 860-304-1182 or j.demichael@sbcglobal.net. CT.

Wanted for 1964 Ford Falcon Futura convertible: convertible top weather stripping retainers. I have the weather stripping and I am looking for the six metal retainers—three for each side. 512-497-6834 or Charles_Burgess@Dell.com. TX.

Four 205/70R13 narrow whitewall tires with 91T speed rating, any brand. Call Ronny, 903-969-3003 or ronnyw@suddenlink.net. TX.

All parts needed to install power steering on my 1963 Falcon Ranchero 260 V8. Jim Guibord, 313-274-5054 or jamest7281@comcast.net. MI.

1963 taillight rubber grommet; 1963 wood simulated Sprint steering wheel; 1963 Ranchero or station wagon gas cap; 1962 tunnel hump for four speed. John Baker, 914-782-3173. PA.

Exterior chrome for a 1961 Falcon four door sedan. Driver quality is OK. Joanne Ray, 989-426-9725. MI.

WANTED: 289 Hi Po San Jose built four speed radiator, Top tank is stamped: C4ZE W-MO
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3939-S fuel pump. I'm looking for February 1965 date code. Car was built March 24, 1965 at the San Jose, CA plant. Keith Litteken, 314-480-2556 or kslitteken@aol.com. MO.

Wanted: 1960 two door Falcon front L/R fenders, hood, grille, bumper in good condition. Also want late 200 CID engine complete, air cleaner to oil pan and fan blade to flywheel. Norm, 417-839-3300 or nm2000@live.com. MO.

—Continued on page 20

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How I Installed Power Steering On My 1965 Ford Falcon Futura

My story begins in 1972 when I got my first car, a black 1964 Ford Falcon Sedan. It was a base model with a 260 V8 as its only upgrade. It had no radio, power steering, or brakes and had a column shift manual three speed transmission and stock "poverty hub caps". It was quite a handful to drive, especially when I had a Coke in one hand, a cigarette in the other, and a left turn coming up at a busy intersection. I also did a lot of parallel parking in those days and working the turn signal, clutch, gear shift

and powerless steering was quite a task. But I drove that car well into the 1980s until it succumbed to the ravages of rust from the brutal western Pennsylvania winters.

Fast forward 30 plus years or so and I found myself purchasing another Falcon. This time, a 1965 Futura hardtop that was impeccably refinished in Rangoon Red paint with a new red interior, Magnum 500 wheels with white-letter tires and a 289 V8. It was similar to my first Falcon in several ways in that it had no power steering or brakes and a three-on-the-tree manual transmission.



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It was very nostalgic to relive the driving experience of an all powerless/manual transmission vehicle. Although I was pretty proud of myself for still being able to maneuver the Falcon, I found the lack of power steering was now more of a chore than charm. Also, my wife found it almost impossible to park when she was driving it.



With all of that in mind, I made the decision to install a stock power steering system like the kind that would have been installed at the factory. Not knowing all of the parts and part numbers that would be required to do the job, I figured that purchasing a complete vintage system from power steering pump to the frame bracket from a Falcon was my best option. I found a complete system like that advertised on eBay and bought it. When it arrived, it came encased in its 40 plus years of hardened grease and oil along with its rotted hoses. But that was part of the fun for me. Boy was I in for a lot of fun reviving this system that hadn't been in operation for a long, long time.

It was at that point that I contacted my buddy Phil, who owns a near perfect stock 1965 Falcon Futura hardtop and knows more about Ford part numbers than anyone I know. Phil told me that 1965 Falcons came with power steering pumps from two manufacturers, Ford and Eaton. He also told me that I didn't have the correct pump bracket for either, but he had a Ford pump and bracket that would work with the rest of my system. I realized that I should

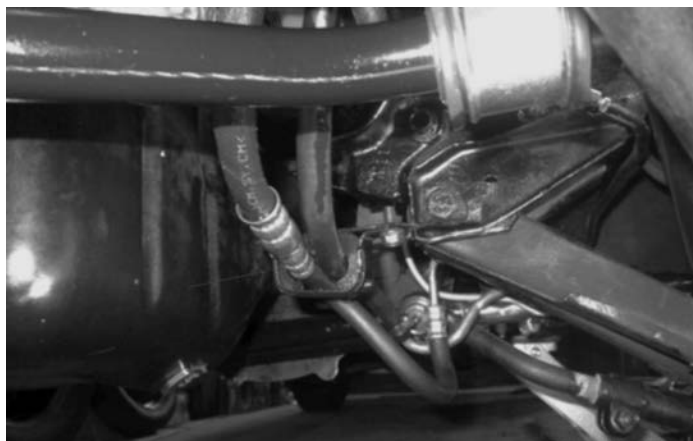
have called him before I began my project, as he had both the knowledge of what I needed as well as some of the parts on hand. He confirmed that I didn't need to change the idler pitman arms that I already had on the car. And while a car that had power steering installed at the factory would have had a

different steering box, he suggested that I not change it; the steering difference would not be that noticeable. His parts book also showed that the right pair of tie rods are the same for manual or power steering cars, so I only had to replace the left pair of tie rods and the adjusting sleeve.

Before I could begin the rebuilding process, I squirted the entire system daily for two weeks with PB Blaster to soften-up the time-hardened grease and road dirt. Once I got everything cleaned up, I took photos to document how it all fit together. After I got it all apart, the first thing I did was rebuild the pump and ram units with new seals and gaskets.

I will stop the story at this point to offer one important piece of advice; do not take the pump all the way apart unless you are looking for the cause of a low pump pressure problem. You really don't need to take the rotor assembly all the way apart to install new seals...and you really don't want to! There are eight spring-loaded slippers inside the vanes of the rotor. They tend to come out all at once in all different directions. They really need to stay in the same spot to maintain the established wear pattern

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How I Installed Power Steering On My 1965 Ford Falcon Futura

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in the metal parts. I found out the hard way and spent the better part of two hours trying to get eight tiny springs on eight slippery slippers to stay inside of the eight vanes of the rotor. Also, if you mistakenly flip the pressure plate over, the pump won't work. So...be sure to take very detailed notes when taking the pump apart to rebuild it!

Getting back to the story...I also purchased all new bushings, grease seals, hoses, a two-groove crank pulley and a power steering belt so that everything was like new. Before I started to install the new system, I centered the steering wheel and took measurements between the fore and aft centerlines of the front tires so I could approximate the alignment toe settings after I installed the new parts. I also measured the length of the old inner and outer tie rod pairs for an initial reinstallation reference. Since I have no hydraulic car lift, I had to jack the front of the car high enough to have room to work under it. I secured the vehicle with jack stands under the frame rails to make it safe to work underneath the car.

The old steering parts came off pretty easily since they had been replaced less than ten thousand miles ago. With the new system having been rebuilt ahead of time, the actual installation of the new parts was relatively easy.

The frame already had built-in hex holes for the purpose of mounting the ram bracket. I discovered that they make hex-shaped "crush nuts" that are installed in these hex holes to give the bracket bolts the threads to screw into. With the bracket bolted securely to the frame, the rest of the steering parts just had to be reconnected to the spindles, idler and pitman arms.

The pump installation was fairly straightforward as was the new double-crank pulley. The routing of the hoses was a little more difficult as I didn't have any instructions, and the routing wasn't obvious. I could have saved myself some time by going and looking at Phil's car for guidance, but being the hard-head that I am, I ended-up trying several ways until it seemed ideal. I also needed to install a hose insulator retainer bracket, which is held on by the A-arm bolt. I found that the bolt that holds the A-arm was installed the wrong way because the nut holding the bolt in place was facing towards the rear of the car. This meant that I couldn't use a hammer to tap the bolt through the A-arm because there was no room between the end of the bolt and the power steering valve. However, with a lot of patience and a series of indirect taps, I was able to create enough of a gap between head of the bolt and the A-arm to pry the bolt out. With the bolt out and the insulator bracket installed, I had to



reposition the hoses again so that they would finally be in the correct position. With all of the parts installed, the last step was to install the power steering belt and fill it with power steering fluid. The owner's manual called for Type F transmission fluid, so I used Mercon IV fluid which is the modern-day formula that is compatible with the old Type F.

Now, it was finally time for a test run. Wow...this was it. All of the months of gathering parts, cleaning, rebuilding and installing all come down to the moment of truth. Would it work? So I turned the key, the engine started; I turned the steering wheel...it was still very hard to turn; it didn't work! What a disappointment! What could be wrong? I'd already checked to make sure the belt was turning, the reservoir was full of fluid, and there were no leaks and no smoke. Was there air in the system? I tried working the steering wheel from lock to lock to get air out of the system, but it didn't help any. At this point, I had to assume the pump wasn't pumping any fluid, so I removed the pump and took it apart again. I didn't see anything obviously out of place inside the pump, so I called my buddy Phil to see if he had another pump I could try. He did, so I installed that pump and gave it another try. Initially, it still wouldn't work. I took the pump back off and rigged-up a bench tester so I could try the pump out of the car and see if it did or did not pump fluid. I hooked the bench tester up and ran the pump in the wrong direction at first by mistake. Once I switched it around to turn the pump correctly, it immediately started to pump fluid. Why, did the pump just need to be primed before



Rick and Sue Heth's 1965 Falcon "500"

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Rick added modern air conditioning along with a very well-fabricated and factory-appearing cool air distribution system in the beautifully done interior. This includes the before-mentioned Mustang instrument panel, Deluxe Mustang glove box door, Fairlane seat upholstery material, custom made factory appearing door panels, and new headliner. F100 intermittent wipers, and Mustang Deluxe dash trim, finished off with a factory appearing AM-FM stereo complete the interior. Rick and Sue decided a nice shade of white for the exterior could be easily cared for. Topping off the project are

very nicely made and placed "500" emblems, and a custom window sticker explaining the "500" options that looks as original as Ford would have offered in 1965.

Rick and Sue enjoy their Falcon "500" having logged over 15,000 miles in it over the years since the restoration and upgrade. Their car took a Class Winner trophy at the 2014 Falcon Nationals in Kansas City.

Thanks for the interview Rick and Sue. We're looking forward to working with both of you on the 2016 FCA Nationals!

—Scot Thayer (FCA #5509)
Hugo, Minnesota

Author's note: At the time that this article was written, Sue Heth was healing from breast cancer surgery. She's doing very well, with thanks going to her strong faith in "Poppa" God and support from Rick, family, and friends. Please keep Sue in your thoughts and prayers. For updates, check out Sue's story on the website Caringbridge.org.



As you can see—or not see—there's no visible shifter.

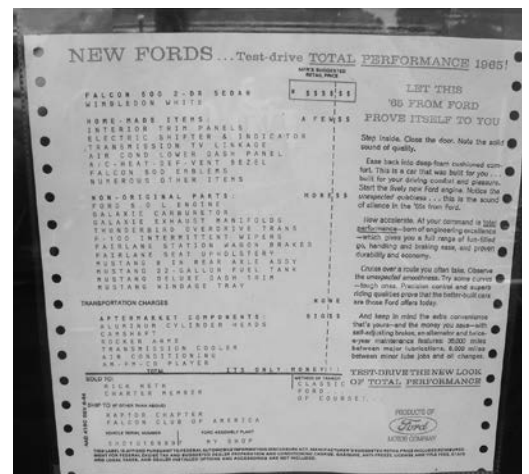
Power Steering On My 1965 Ford Falcon Futura

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it would work? I didn't know. I replaced the seals again and re-installed this pump. Success! I now had a working power steering system in my 1965 Falcon.

The original cost of power steering when you ordered it from the factory was about \$80. I would guess that this project cost me somewhere in the neighborhood \$700 by doing all of the labor myself. It was a lot of work, but a few spins around the block quickly convinced me that all of my hard work was worth it. Now I have a fun summer ahead to look forward to driving the Falcon with the ease of power steering. I can't wait!

—Bob Smith (FCA #12969)
Pittsburgh, Pennsylvania



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864-879-1060

Capital City Chapter Austin, TX

3rd Sat. monthly
4:00 PM
512-670-0544

Carolinas Chapter Charlotte, NC

1st Mon. 7:00 PM
Holiday Inn Express
2491 Wonder Dr.
Exit 60: I-85
Kannapolis, NC
704-736-1920

Central California Falcons Bakersfield, CA

1st Tue. 7:00 PM
Rosemary's Creamery
F St.
661-587-5839

Columbia River Chapter Vancouver, WA

1st Thurs. monthly
7:30 PM, Mar.–Nov.
Benny's Rod & Custom
Pizza Café
4219 NE St. Johns Rd.
Vancouver, WA
360-225-7403

Early Falcon Car Club of Victoria, Inc. Australia

1st Tue. 7:30 PM
Cafe Hotel, Melbourne
9369 1574

Founder's Chapter Arkansas

2nd Sat. monthly
501-605-1370

Gateway Chapter St. Louis, MO

4th Sun. monthly
636-677-4670

Golden Gate Chapter San Francisco, CA

2nd Sat. odd months
408-293-5848

Greater Ozarks Chapter Springfield, MO

2nd Sun. even months
Panera Bread
N. Kansas Expressway
Springfield MO. 2:00 PM
417-761-2677

Hoosier Chapter Indiana

1st Sun. monthly
Edwards Drive-In
2126 S. Sherman Dr.
Indianapolis
317-418-8301

Lone Star Chapter Mt. Pleasant, TX

3rd Sun. monthly
903-572-9593

Metro Detroit Chapter Detroit, MI

1st Sun. bi-monthly
Holiday Inn Southgate
17201 Northline Road
Southgate, MI
313-382-2993

Mid America Chapter Kansas City

1st Fri. monthly
816-537-9330

Mile Hi Chapter Denver, CO

3rd Fri. monthly
303-857-9360

Music City Chapter Nashville, TN

Monthly Meetings
Call for dates/locations
615-452-0321

Northeast Chapter New England

3rd Sat. monthly
northeastchapter.com
401-823-1059

Northland Chapter Minneapolis, MN

2nd Sun. odd months
952-334-1653
northland-falcons.com

Raptor Chapter Princeton, IL

1st Sunday of each quarter
815-200-6348

Rainier Chapter Seattle, WA

Bi-monthly Jan–Nov.
University Burgermaster
3040 NE 45th St. 7.00 PM
rainierfalcons.com
206-290-3093

River City Chapter Sacramento, CA.

2nd. Sat. even months
12:00 PM
Round Table Pizza
1566 Howe Ave
Sacramento, CA
209-957-0974

So-Cal Falcons Pasadena, CA

2nd Sat. bi-monthly
805-583-4403

Sooner Falcons Oklahoma City

3rd Sat. monthly
405-820-4808

Sonoma County Santa Rosa, CA

1st Thurs. monthly
707-539-2860

Southeast Chapter Georgia

1st Sun. monthly
770-887-6268

Space City Chapter Houston, TX

2nd Sat. monthly, 6:00 PM
Prince's Drive-In
I-45 & Fuqua
713-703-5110

Star City Falcon Club Roanoke, VA

Monthly meetings
Call for date/location.
540-254-1515

Third Coast Chapter Houston, TX

3rd Sat. even months,
5:30 PM
Valley Ranch BBQ
22548 SH 249
at Spring Cypress
281-467-4607

Virginia Falcons Richmond, VA

2nd Sun. of March, June,
September and December
757-646-3222

Wheat State Chapter Wichita, KS

2nd Sat. even months
316-838-7487

Wild West Falcons Chapter Western Colorado

Meetings quarterly
Call Ted for details.
970-314-2498



Rick and Sue Heth's 1965 Falcon at the 2014 Kansas City Nationals. Story with additional photos starts on page 12.

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